

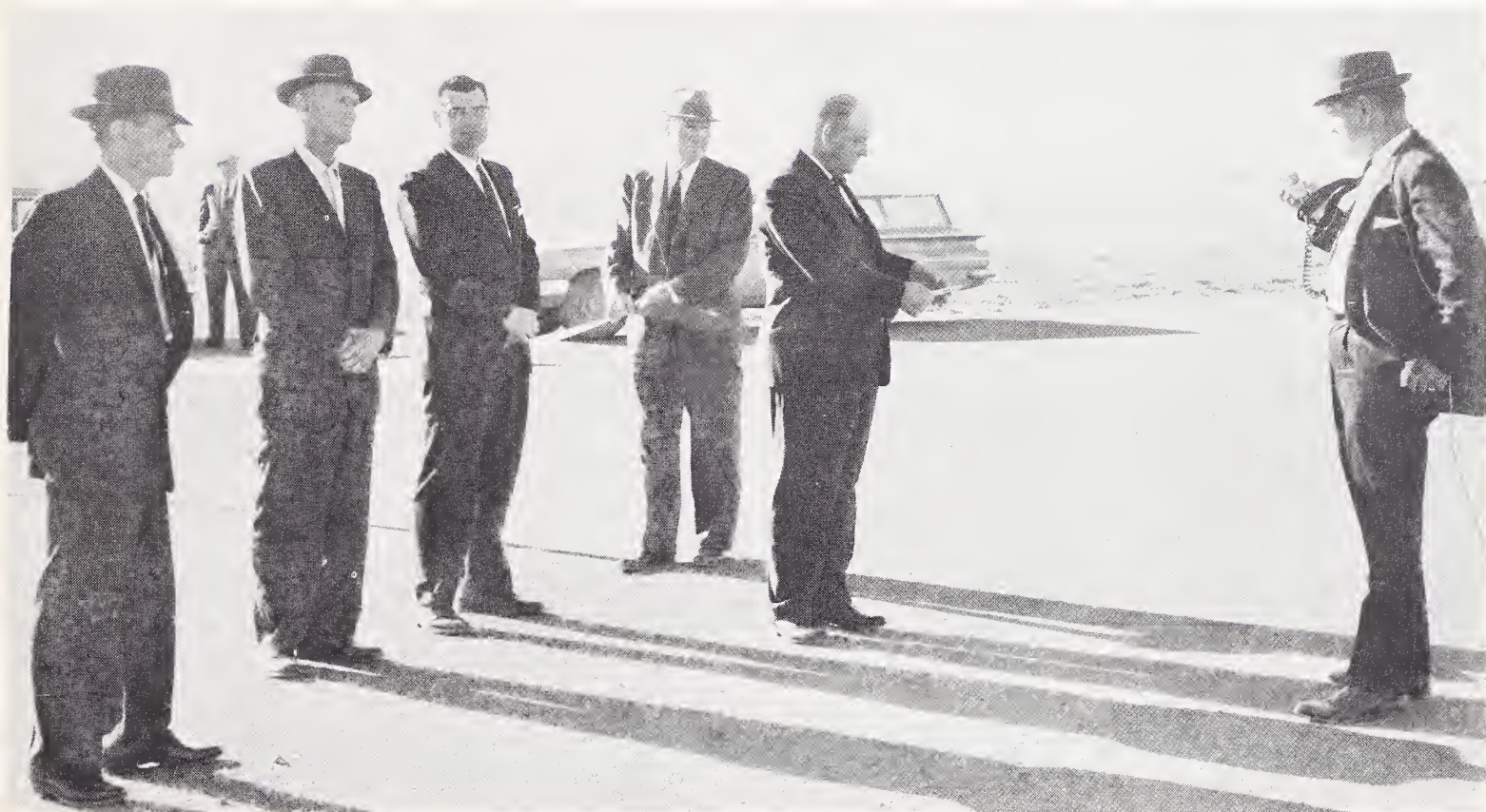
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THE CENTER LINE

MONTANA HIGHWAY COMMISSION

Vol. V., No. 10

November, 1962



Scene at the opening of the new four-lane highway at Glasgow, October 30th. Left to right: Joe Gorman, Glasgow Chamber of Commerce; Waters, Mayor R. J. Rasmussen, T. J. Hocking, Quinnell, and W. L. Holter. (Story on page 11).

MARKLE NEW PRESIDENT OF NORTH SOUTH HIGHWAY

October 30 in Glasgow was a sort of Highway Day, for in addition to the activities mentioned, the International North-South Highway Association held their annual meeting. A good attendance, including a group from Assiniboia, Saskatchewan, was also present.

Resnor Blikken, who for many years has been the president of this highway association was succeeded in the presidency by O. E. Markle, a Glasgow merchant, who was President of the Montana Chamber of Commerce in 1960.

The Montana Highway Department is grateful and appreciative of the fine work done by Resnor in promoting the completion of this highway, and we know that he has been succeeded by a very

capable man, and we look forward to being able to cooperate with the new president in promoting highway matters in Eastern Montana.



New officers of International North-South Highway Association for 1962-1963. Left, Russ Porten, Miles City; Roland Kimmey, Fort Peck; and O. E. Markle, Vice-President, Secretary-Treasurer and President, respectively.

AWARD SHEET Project No.	Amount of Bid	Bidder	Letting October 24, 1962 Address
I 15-6(5)311 UI & I 15-7(3)312 UI Pershing South & Brady North & South (Road) Teton & Pondera Cos.	\$ 1,324,412.36	Hilde Const. Co., Inc.	Great Falls, Mont.
I 15-6(5)311 U2 & I 15-7(3)312 U3 Pershing South & Brady North & South (Fence) Teton & Pondera Cos.	\$ 51,803.10	Joseph Yurek	Belgrade, Mont.
I 15-7(3)312 U2 Brady North & South (Bridges) Pondera County	\$ 86,002.71	Lewis Const. Co.	Great Falls, Mont.
F 67(9) Conrad Shelby (Road) Pondera County	\$ 386,194.42	Robertson & Cave, Inc.	Great Falls, Mont.
I-IG 90-2(10)110 U1 Bonner to Piltzville East (Road) Missoula County	\$ 1,519,876.19	Murphy Bros., Inc.	Spokane, Wash.
I-IG 90-2(10)110 U2 Bonner to Piltzville East (Fence) Missoula County	\$ 41,234.55	Clair Boulet Const. Co.	Butte, Mont.
I-IG 90-2(10)110 U3 Bonner to Piltzville East (Bridges) Missoula County	\$ 572,720.04	Sletten Const. Co.	Great Falls, Mont.
I 94-7(5)233 Wihaux East & West (Sign & Delineate) Wihaux County	\$ 27,438.29	Tschache Bros.	Bozeman, Mont.
F 315(16) U2 Van Norman Glasgow (Bridge) McCone County	\$ 46,935.42	Walter Mackin & Son	Billings, Mont.
S 45(6) Brandenburg-Garland Miles City (Bridge) Rosebud County	\$ 79,264.96	F. L. Flynn & Co.	Billings, Mont.
S 264(3) East of Van Norman- North (Road) Garfield County	\$ 121,214.55	Joe Mayo & Son	Cavalier, N. Dak.
S 266(4) Browning-Bahb (Road) Glacier County	\$ 544,723.74	Naranche & Konda Const. Co.	Butte, Mont.
ROW S 370(13) Bozeman- Wilsall (Fence) Park County	\$ 635.05	Bohleen Const.	Wilsall, Mont.
S 370(15) Bozeman- Wilsall (Road) Park County	\$ 386,262.07	R. J. Sundling, Contr.	Livingston, Mont.
Total for Month—\$ 5,154,383.15			
Total for Year—\$36,681,663.73			

ELEMENTS OF SAFETY FOR SUPERVISORS

In order that accidents may be reduced to the absolute minimum in all phases of highway work, it is imperative that each supervisor be aware of his responsibility for insuring that each job is completed without accident.

Supervisors are looked upon as leaders. Real leadership requires a feeling of responsibility for the welfare of each man in the working group, as well as for the equality and quantity of work produced. No job can be considered as having been efficiently accomplished if an accident has interfered with the planned procedures.

Some of the important elements that supervisors are required to consider in completing work satisfactorily are:

(1) **PLANNING:** Plan each job properly, making sure that the proper tools, material, and equipment are available when needed and that each workman on the job is specifically instructed in the safe use of these tools and equipment. As a supervisor you know from past experience what hazards may crop up at certain stages of the work operation and should so advise your employees well in advance, so that action may be taken to circumvent these hazards.

In addition, you should insure that appropriate safety equipment is worn when necessary. This in-

cludes, among other items, goggles, hard hats, foot protection, gloves, and respirators.

(2) **TRAINING:** It is most important that each man in the work group be properly trained. Despite all of the safety devices that are put on machinery and equipment, the best safety device known still, is a careful worker. An untrained man not only creates hazards for himself, he frequently jeopardizes the safety of others due to his ignorance of safety precautions.

It is important, therefore, that you familiarize yourself with the reference library in the Safety Division and other reference material which applies specifically to your work. As a supervisor, you are free to consult not only with your immediate superiors but others who are available to assist you perform your work safely.

Further, every supervisor is expected to immediately report a hazard, unsafe act, or unsafe work procedure reported to him, if the corrective action lies beyond his scope of influence or responsibility. If he can correct it himself—he should do so; if he can't, he should report it to the Safety Office at once.

(3) **ATTITUDE:** It is important that every supervisor have the proper attitude and instill in his subordinates a high spirit of teamwork and cooperation. A good supervisor will set an example for his men by practicing what he preaches. For example, if he instructs a man to wear goggles when performing eye hazardous work and disregards the rule himself, he does more harm than the supervisor who says nothing.

It is most important to say what you mean, and mean what you say. Workmen very quickly detect whether you are sincere. It is expected that by your leadership and example, the employees will, in turn, form the proper attitude regarding all aspects of the work, including safety.

(4) **INSPECTIONS:** Giving a man the proper tools and equipment and instructing him in their use is not in itself sufficient to prevent accidents. It is important that you visit the work site of each job to see for yourself how well your instructions are being followed and to assist and advise the workman as necessary.

It is equally important that during these inspections you be constantly on the lookout for unsafe acts, unsafe conditions, and work proced-

ures which could cause an accident, and that you promptly initiate remedial measures to correct unsafe acts and unsafe conditions when noted.

You should not assign a man to a job which he has never performed before without assuring yourself that he is capable in every respect—mentally and physically—to perform the job safely.

(5) ACCIDENT INVESTIGATIONS: The reason for investigating an accident is not to place blame, but rather to determine what happened so that proper action can be initiated to prevent it from occurring again. Whenever an accident occurs you will be expected to recommend the proper remedial measures to prevent that same accident from being caused again.

In some instances you may be able to take the necessary corrective action yourself; in other instances assistance from the Safety Dept. may be necessary; and if it is beyond the scope of the Safety Department's authority, it will be reported to top management.

These thoughts regarding your duties and responsibilities as a supervisor for preventing accidents, are by no means all-inclusive. You, as a supervisor, are also expected to exercise initiative and ingenuity in taking whatever additional steps you may deem necessary to insure that each job is completed without an accident.

TRAVELING PUBLIC NOW USING MORE INTERSTATE IN MONTANA

During the past 30 days, 58 miles of new Interstate Highway has been put into service, and one eleven mile section is awaiting signing and guard rails before it is opened.

The new sections that are complete, or complete enough to open to traffic are from Cascade south to Hardy Creek on Interstate 15; from Sieben to Helena Hill on Interstate 15; and a seven mile portion of Interstate 15 at Armstead that will be on the east shore of the future lake on the East Bench Project; 15 miles of Interstate 94 extending west from the Montana-North-Dakota line at Wibaux; and 15 miles of Interstate 94 extending west from the Radar Base west of Miles City; and 11 miles of Interstate 90 at Livingston.

The Montana Highway Department takes pride in providing these new, modern highways for our state.



From time to time, we have inserted photos of the section of Interstate 15 in Wolf Creek Canyon, to show how the job is progressing. During the tourist season this summer, a visitor from Texas dubbed this job the "seventh wonder of the engineering world, because the backslopes at the mouth of the canyon were so extensive. Most of the heavy work is now done, and the photo shows that the roadway is now nearly all either up or down to grade. The next section of the highway will join this at about where the railroad bridge crosses Prickly Pear Creek, and should also be a very interesting engineering feat.

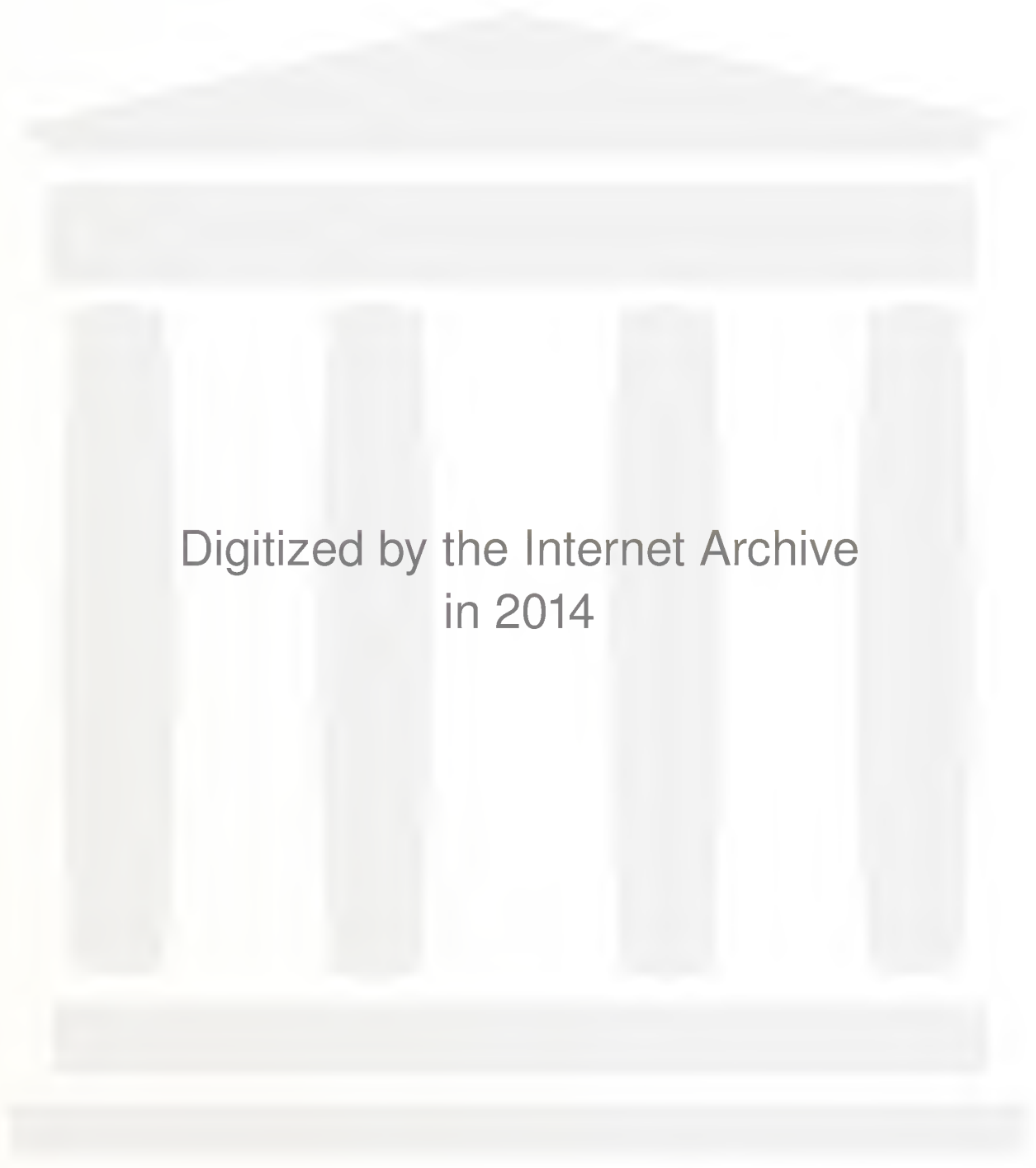
SERVICE PINS PRESENTED

Thirty-seven employees received service pins in October, with Bill Ashton of the Lab leading the parade with 35 years service. Elmer Gunderson of Butte was presented a 25-year pin, with John Gorman and Floyd Seeger, both of Butte, receiving their 20-year pins. Ten received awards for 15 years service; five have been with us for ten years, and 18 employees received 5-year pins. One gal, Roberta Miller from Accounting, received her 15-year pin, while Charlotte Koch, the Voice of Bozeman, received her 10-year pin, and Mrs. Hughey of Advertising, and Ruth Martin, received 5-year pins. Nice goin', guys and gals.



1960
TRAFFIC FLOW MAP
PRIMARY SYSTEM
MONTANA
PREPARED BY
STATE HIGHWAY PLANNING SURVEY
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Index Number	Project Number	Probable Completion Date	LENGTH, TYPE OF CONSTRUCTION AND LOCATION	FEDERAL AID PRIMARY PROJECTS		
FEDERAL AID INTERSTATE PROJECTS						
1	I 15-6 (5) 311 U 1 & I 15-7 (3) 312 U 1	7-1-64	11.6 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing . (U. S. 91 - Brady South to North) .	101 F 191 (19) U 1	9-1-63	5.6 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 93 - South of Kalispell) .
	I 15-6 (5) 312 U 2			102 F 207 (8)	9-30-63	0.2 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 10 - In Butte) .
	I 15-6 (5) 312 U 3	7-30-63	1.0 mile fencing . (U. S. 91 - Brady South to North) .	103 FHP 6 - 1 (1) *	1963	0.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 10 - ByPass - In Butte) .
	I 15-7 (3) 312 U 2	7-30-63	10.6 miles fencing . (U. S. 91 - Brady South to North) .	104 F 193 (12)	9-30-63	4.5 miles grading, drainage, base and bituminous surface treatment . (U. S. 10 A - Idaho Line East) .
	I 15-7 (3) 312 U 2	9-30-63	Two prestressed concrete bridges, One 183 foot - Brady Interchange and one 133 foot - County Road Separation . (U. S. 91 - Brady South to North) .	105 F 157 (16) U 1	6-15-63	11.6 miles grading, drainage, aggregate surfacing, and plant mix bituminous surfacing . (Montana 16 - Medicine Lake North) .
2	I 15-5 (13) 239 U 1	11-1-63	9.7 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . Same construction on frontage road . (U. S. 91 - South to North of Cascade) .	10 F 315 (15)	12-31-62	12.1 miles grading, drainage, aggregate surfacing . (Montana 24 - Southeast of Fort Peck) .
	I 15-5 (13) 239 U 3	11-30-63	9.7 miles fencing . (U. S. 91 - South to North of Cascade) .	107 U 249 (14) U 1 & U 376 (3) U 1	12-31-62	0.5 miles four lane divided, grading, aggregate surfacing, and Portland Cement Paving . One 206 foot prestressed concrete beam overpass - G.H. RY. (U. S. 12 - ByPass - In Helena) .
	I 15-5 (17) 239 U 4	12-31-62	9.7 miles signing and delineation . (U. S. 91 - South to North of Cascade) .	107 U 249 (14) U 2 & U 376 (3) U 2	12-31-62	Traffic controls on Euclid Avenue, Lyndah Avenue, Benton Avenue to Last Chance Gulch . (U. S. 12 - ByPass - In Helena) .
3	I 94-4 (6) 136 U 1	12-31-62	11.6 miles grading, drainage, aggregate surfacing, Portland Cement paving, plant mix bituminous and seal coat oiling . Three 20 foot and two 10 foot concrete slab junior grade separations . One 168 foot prestressed concrete beam structure - Baker Road Interchange U. S. 12 . (U. S. 10 - Miles City - East) .	108 F 67 (9)	10-1-63	1.6 miles grading, drainage, aggregate surfacing, stabilized base surfacing, plant mix bituminous and seal coat oiling . (U. S. 91 - Main Street in Conrad) .
			11.6 miles fencing . (U. S. 10 - Miles City - East) .	109 F 149 (16)	9-15-63	9.7 miles grading, drainage, aggregate surfacing and plant mix bituminous oiling . (U. S. 87 - Northwest of Great Falls) .
4	I 94-4 (10) 127	12-31-62	20.9 miles signing and delineation . (U. S. 10 - West to East of Miles City) .	110 U F 296 (15) U 1	12-31-62	Hidden one 35 foot treated timber bridge to 60 foot roadway . (Montana 3 - In Billings) .
	I 15-4 (6) 186 U 3	12-31-62	Three prestressed concrete beam structures . Dual 118 foot - County Road Separation . One 205 foot - Lincoln Road Interchange . (U. S. 91 - North of Helena) .		10-1-63	4.2 miles (0.8 miles four lane) grading, drainage, aggregate surfacing, and plant mix bituminous surfacing . (Montana 3 - Billings Northwest) .
	I 15-4 (6) 186 U 1	10-30-63	8.2 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . Frontage Roads . (U. S. 91 - Helena North) . Weigh Station .	111 FHP 13 F6 *	1962	2.1 miles grading, drainage, and surfacing . (U. S. 2 - East of West Glacier) .
	I 15-4 (6) 186 U 2	12-31-62	One 50 foot prestressed concrete beam bridge - Ten Mile Creek . Note: structure carries two 38 foot Interstate and one 24 foot frontage roadways . (U. S. 91 - Helena - North) .	112 F 333 (31)	12-31-62	One 173 foot prestressed concrete beam bridge - Armella Creek . (Montana 19 - North of Roy) .
			8.2 miles fencing and cattle guards . (U. S. 91 - Helena - North) .	114 FHP 32 1 (1) *	1962	26.9 miles plant mix bituminous surfacing . (U. S. 89 - South of Melbart) .
5	I 15-4 (6) 186 U 4	6-30-63	2.7 miles four lane divided, grading, drainage, aggregate surfacing, concrete paving, plant mix bituminous and seal coat oiling . (U. S. 91 - In Butte) .	115 U FG 228 (16)	11-30-63	1.5 miles grading, drainage, cement stabilized base, aggregate surfacing, concrete pavement, plant mix bituminous and seal coat oiling . One concrete underpass - N.P. RR. (U. S. 10 - In Billings) .
	I 15-2 (14) 127 U 1	9-30-63	2.7 miles fencing . (U. S. 91 - In Butte) .	116 F 238 (8) U 1	6-15-63	8.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Montana 287 - North of Wolf Creek) .
	I 15-2 (14) 127 U 2	9-30-63	1.5 miles grading, four lane divided, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 91 - Butte East) .	117 F 28 (4)	8-15-63	One 294 foot riveted plate girder bridge - Dearborn River . (Montana 287 - North of Wolf Creek) .
	I-IG 15-2 (17) 130 U 1	9-30-63	Three steel girder bridges, one 266 foot - Upper Nine Mile Separation , Dual 193 foot - East Butte Interchange , (U. S. 91 - Butte East) .	120 F 213 (4)	12-31-62	5.8 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing . (U. S. 87 - South of Grass Range) .
			1.5 miles fencing . (U. S. 91 - Butte East) .	121 F FG 219 (16) U 2	12-31-62	Repair three ice damaged piers of bridge - Yellowstone River . (U. S. 10 - In Glendive) .
6	I-IG 15-2 (17) 130 U 2	6-30-63	2.6 miles grading, drainage, aggregate surfacing, concrete paving, plant mix bituminous and seal coat oiling . (U. S. 91 - Butte West) .	122 F FG 219 (16) U 1	12-31-62	One 173 foot prestressed concrete beam overpass - N.P. RR. (U. S. 10 A - Northwest of Missoula) .
	I-IG 15-2 (17) 130 U 3	11-30-63	2.6 miles grading, drainage, aggregate surfacing, concrete paving, plant mix bituminous and seal coat oiling . (U. S. 91 - Butte West) .	122 U 112 (3), U 229 (15) & U 235 (32)	12-31-62	9.8 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing . (U. S. 10 A - Northwest of Missoula) .
	I-IG 15-2 (16) 126 U 1	9-30-63	2.2 miles grading, drainage, aggregate surfacing, concrete paving, plant mix bituminous and seal coat oiling . (U. S. 91 - Butte West) .	123 F 191 (20) U 1	9-1-63	2.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . One 30 foot concrete slab bridge - Big Spring Creek . (Montana 20 - Lewistown Main Street) .
	I-IG 15-2 (2) 126 U 2	9-30-63	2.2 miles grading, drainage, aggregate surfacing, concrete paving, plant mix bituminous and seal coat oiling . (U. S. 91 - Butte West) .	124 F 260 (7) & F 353 (8)	8-15-63	7.3 miles (2.5 miles grading and drainage) aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 93 - North of Polson) .
	I-IG 15-2 (16) 126 U 3	9-30-63	2.2 miles grading, drainage, aggregate surfacing, concrete paving, plant mix bituminous and seal coat oiling . (U. S. 91 - Butte West) .	125 F 13 (6) U 2	7-30-63	7.3 miles seeding and mulching . (U. S. 93 - North of Polson) .
7	I-IG 15-2 (2) 126 U 4	9-30-63	0.4 miles grading, drainage, aggregate surfacing, concrete paving, plant mix bituminous and seal coat oiling . (U. S. 91 - Butte West) .	126 F 86 (20) U 1	12-31-62	5.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 2 - West to East of West Glacier) .
	I-IG 15-2 (16) 126 U 1	9-30-63	Dual 463 foot steel and concrete overpasses - NP RR and CMST&P RR. (U. S. 91 - Butte West) .	127 F 184 (15)	4-30-63	4.0 miles seal and cover oiling . (U. S. 89 - Livingston South) .
	I 94-1 (6) 51	7-31-63	One 580 foot riveted plate girder bridge - Big Horn River . (U. S. 10 - West of Hysham) .	128 F 43 (15) U 2	7-30-63	0.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 12 - East of Miles City) .
	I 94-1 (6) 50 U 1 & I 94-2 (4) 51 U 1	9-1-63	5.5 miles grading, drainage, aggregate surfacing, plant mix bituminous surfacing . (U. S. 10 - West of Hysham) .	129 F 217 (12) U 2 & F 217 (13) U 2	7-30-63	1.1 miles seeding and mulching . (U. S. 10 - North of Deer Lodge) .
	I 94-2 (4) 51 U 2	12-31-62	One 178 foot prestressed concrete beam bridge - Underpass - Big Horn Interchange . (U. S. 10 - West of Hysham) .	130 F FG 215 (7)	6-30-63	31.4 miles seal and cover oiling . (Montana 43 - West to East of Ralston) .
8	I 94-1 (6) 50 U 2	9-1-63	1.3 miles grading, drainage, aggregate surfacing, concrete paving, plant mix bituminous and seal coat oiling . (U. S. 10 - West of Hysham) .			24.0 miles seal and cover oiling . (U. S. 89 - South to North of Emigrant) .
	I 94-2 (4) 51 U 3	9-1-63	4.2 miles grading, drainage, aggregate surfacing, concrete paving, plant mix bituminous and seal coat oiling . (U. S. 10 - West of Hysham) .	131 F 391 (14)	4-30-63	0.3 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . One 972 foot steel and concrete bridge - C.M.S.T.&P&P RR and Clark Fork . (U. S. 93 - In Missoula) .
	I 94-2 (5) 55 U 1	9-1-63	6.4 miles (4.0 miles four lane divided) grading, drainage, aggregate surfacing, and plant mix bituminous surfacing . (U. S. 10 - Southwest of Hysham) .	132 F 189 (7)	4-30-63	9.1 miles seeding . (Montana 20 - East of Circle) .
	I 94-2 (5) 55 U 2	9-1-63	6.4 miles grading, drainage, aggregate surfacing, concrete paving, plant mix bituminous and seal coat oiling . (U. S. 10 - Southwest of Hysham) .	133 F 232 (5)	4-30-63	6.9 miles seeding . (U. S. 2 - East of Nashua) .
	I 90-3 (11) 180	12-31-62	8.6 miles seeding and mulching . (U. S. 10 - North and South of Deer Lodge) .	134 F 153 (8)	10-1-63	9.3 miles seeding . (U. S. 2 - Roosevelt County Line West) .
9	I 15-4 (14) 185 U 3	12-31-62	1.3 miles signing and delineation . (U. S. 91 - In Helena) .	135 F 246 (10)	4-30-63	9.0 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing . (U. S. 2 - East of Dodson) .
	IG 90-8 (13) 395	12-31-62	One 249 foot steel and concrete bridge - Overpass - NP RR . (U. S. 10 - West of Columbus) .	136 F 103 (10) U 1 & F 333 (28) U 1	12-31-62	9.2 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing . (U. S. 2 - East of Dodson) .
	I 90-7 (8) 387 U 1 & I-IG 90-8 (12) 388 U 1	10-30-63	5.9 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . Frontage Roads . (U. S. 10 - West of Columbus) .	137 F FG 273 (12)	4-30-63	11.5 miles grading, cement stabilized base, surfacing, drainage, plant mix bituminous and seal coat oiling . Hidden 57 & 75 foot treated timber bridges to 36 foot width - Box Elder Creek . (Montana 19 - Roy Northeast) .
	I-IG 90-8 (12) 388 U 2	9-30-63	4.6 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . Frontage Roads . (U. S. 10 - West of Columbus) .	138 U 257 (14) U 2	12-31-62	0.8 miles seeding . (Montana 16 - South of Culbertson) .
	I 90-7 (8) 387 U 2 & I-IG 90-8 (12) 388 U 3	5-31-63	Four prestressed concrete beam structures . One 102 foot - Frontage Road Separation . Dual 133 foot - Head Point Interchange . One 101 foot - Berry Creek . Two 17 foot and one 21 foot concrete slab junior grade separation . (U. S. 10 - West of Columbus) .	139 F 227 (5)	10-30-63	Traffic Signals, signs and highway lighting on Idaho Street . (U. S. 2 - In Kalispell) .
10	I 90-7 (8) 387 U 3	9-1-63	5.9 miles grading, drainage, aggregate surfacing, concrete paving, plant mix bituminous and seal coat oiling . (U. S. 10 - West of Columbus) .	139 FHP 13 3 (1) *	1963	6.0 miles plant mix bituminous surfacing . (U. S. 89 - Northwest of Browning) .
	I-IG 90-8 (12) 388 U 4	9-1-63	4.6 miles grading, drainage, aggregate surfacing, concrete paving, plant mix bituminous and seal coat oiling . (U. S. 10 - West of Columbus) .	140 F FG 258 (12)	6-1-63	4.0 miles plant mix bituminous surfacing . (U. S. 89 - Northwest of Browning) .
	I 94-7 (4) 233 U 1	7-30-63	7.2 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling , fencing and weigh station . (U. S. 10 - Dawson, Wibaux County Line to Wibaux) .	141 F 144 (6) U 2	12-31-62	4.3 miles grading, drainage, aggregate surfacing, and plant mix surfacing . (U. S. 89 - Northwest of Browning) .
	I 94-7 (4) 233 U 2	12-31-62	8.1 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling , fencing and cattle guards . (U. S. 10 - Wibaux to North Dakota State Line) .	142 F 315 (16) U 1	9-30-63	4.1 miles grading, drainage and base . One 60 foot reinforced concrete bridge - Bear Creek . One 26 foot concrete slab bridge - Devil Creek . (U. S. 2 - Southwest of East Glacier) .
	I 94-7 (3) 240	12-31-62	Three prestressed concrete beam structures . One 163 foot - West Wibaux Interchange, One 286 foot - Beaver Creek, One 173 foot - East Wibaux Interchange, and fencing . (U. S. 10 - At Wibaux) .	144 F 180 (5)	12-31-62	12.9 miles plant mix bituminous surfacing . (U. S. 310 - South of Heflry) .
11	I 94-7 (5) 233	5-30-63	15.2 miles signing and delineation . (U. S. 10 - Dawson - Wibaux County Line to North Dakota Line) .			Installation of traffic signals and lighting . (U. S. 2 - First Avenue North in Glasgow) .
	I 90-1 (16) 43	4-30-63	6.7 miles seeding and mulching . (U. S. 10 - North and South of Superior) .			



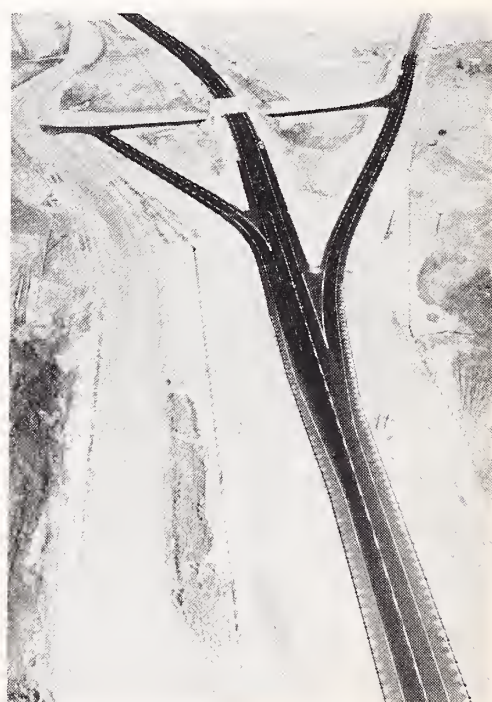
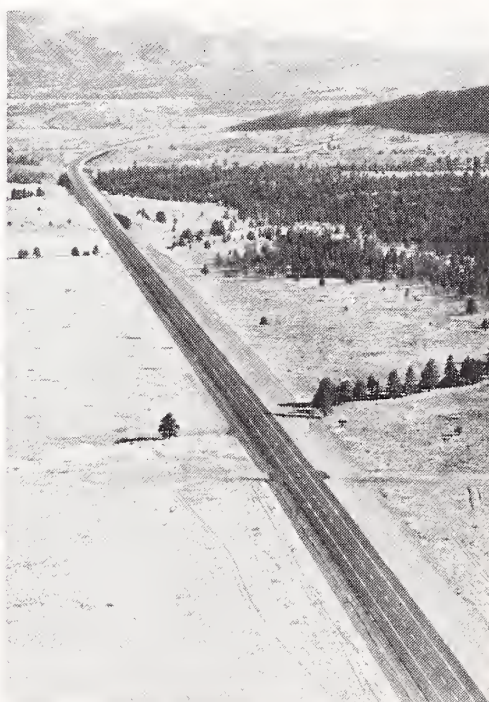
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APPRAISAL TRAINING SCHOOL COMPLETED



17 men recently completed an intense right-of-way appraisal course taught by two outstanding men in the field. The course ran for two weeks, from October 22 to November 3, and covered all phases of appraisal, and the practical application of appraising to right-of-way. Instructors were Scott Johnson of the Montana Highway Department, and Richard I. Hoover and Associates of Missoula and Spokane.

First Row, front, l. to r.: Otto Krieg, John Haniuk, Grayson Varnado, Kevin Thomas, Jim White, Jack Ricker. Second Row: Bryn Putnam, Evan Martinsen, Donald Fanero, Jim Heir, Ed Waldhausen. Third Row: Glen Tomkin, Jack Stephenson, Bill Hauck, Buck Jowell, Dean Knapp, Norman Daly. Back Row: Richard I. Hoover, Scott Johnson, Jack McDonald.



Left—The newly completed section of Interstate 15 from Sieben to Helena Hill includes this Gates of the Mountains Interchange. The at grade approach shown in the photo is for the contractor to haul mix onto the project, and when fully completed, the approach will be removed. Center—This photo is of the new highway across what is known as the Sieben Flats, north of Helena. Right—One-half of the split diamond interchange at Cascade on Interstate 15.

RELOCATION ASSISTANCE TO BE PROVIDED

One of the provisions of the Highway Act of 1962, as passed by Congress, was that all states using Federal Aid for Highways are to provide relocations assistance to individuals or to families displaced by federal aid highway construction.

The form of aid will be mostly in an advisory capacity, with certain designated persons in each administrative district to act as a coordinator for the program.

A complete file of available rentals, listings of properties, mortgage information, and other facts pertinent to real estate will be maintained.

A close liaison with Chambers of Commerce, realtors, real estate lenders, and other interested parties will be maintained, and the latest information from the Federal Housing Administration will

be at hand for the assistance of families who must move, or have their houses moved by highway construction.

Lewis Chittim, Right of Way Engineer will act as State Coordinator for the program.

NEW GLASGOW STREET DEDICATED

A double barrelled celebration in Glasgow on October 30 featured State Highway Engineer Fred Quinnell cutting the ribbon and formally dedicating the new section four-lane of U. S. No. 2 that goes through Glasgow, and in an evening banquet, the Chamber of Commerce took formal note of the contract award to complete the unconstructed part of Montana 24 between Flowing Wells and Fort Pack. (Picture on page 1).

NEWS FROM THE DIVISIONS

Kalispell

Normally when a road is built in Western Montana you think of a mountainous terrain with rock or gravel cuts and a fairly firm foundation upon which to construct fills. Not so in the case of two six hundred foot stretches of roadbed on the West Shore of Flathead Lake where the alignment crosses a portion of the lake. A considerable amount of research was done on these two stretches before the final design and alignment was approved. Core drill samples showed a portion of the North end of Flathead Lake near Somers to be composed of 2.5 feet of water, 5.4 feet of wood chips and sawdust, 5.5 feet of blue clay, 43.0 feet of Glacier silt and clay and then about 27 feet of clayey gravel before arriving at a firm bearing. All of this had everyone quite concerned as to what would happen when it came time to construct the fill across this bog. The final design provided for an additional 14.0 feet of fill over the sub-grade as a surfacing. As of the date of this writing, two lifts of unclassified material has brought the sub-grade up to grade without any loss of material and the sur-charge is now being piled on and yet no movement. Speculation has it that as the level of the lake recedes this winter, the long awaited settlement will take place. When it does start to move it will probably continue to do so for a considerable length of time as more weight is applied and traffic commences to use the roadway. However, time will tell.

Pictured here is the construction in progress.



Great Falls

Following a prolonged illness, Paul L. Ogilvie passed away on October 10, 1962. Paul started work with the Department in March of 1952 and had been employed as a truck driver on McDonald Pass. Our heartfelt sympathies are extended to his survivors.

John Harris, Sectionman at Stanford, is recuperating at his home following successful surgery. John expects to be "back in harness" in time to carry on his fight against the usual blizzards in his area.

Attending the two-week Appraisal School in Helena are Norman Dalry, Jack McDonald and

Jack Stephenson, R/W agents headquartered in Great Falls.

Belt Maintenance man, John T. Mital and Roberta Williamson were recently married in the Methodist church at Belt. Also tying the nuptial knot, Arthur Baranko and Cecile Cox were united in ceremonies conducted in Our Lady of Lourdes Church in Great Falls, October 13, 1962. Congratulations and best wishes to these newly-weds.

Another portion of Interstate 15 is now in use. Although not 100% complete, Project I 15-5 (13) 239 Unit 1, in the vicinity of Cascade, was open to traffic for the first time October 25, 1962. With the addition of this new mileage, more than 22 continuous miles of Interstate roadway is now in use in this area.

Butte

Fred D. Smith retired from the Department with twenty-one (21) years of service. Fred was a member of the maintenance crew at Dillon. Good Luck and Best Wishes are extended to Fred in his future activities, by all who knew him and worked with him.

The following service pins were received by employees of the Butte Division: Dan Scannell, 30-year pin; Joseph Kiely, 25-year pin; Galvin Fitzsimmons, 20-year pin; Irene Moran, 20-year pin; Fred Patterson, 10-year pin.

Miles City



Paul Carlson (center), steam cleaner and re-tort operator at Miles City and a devoted employee of the State Highway Department since April 26, 1934, recently announced his retirement. His fellow employees will miss Paul as he was always ready and willing to "lend a hand" and wish him many years of happiness in retirement. To the left of Paul in the photo is M. L. Lahn, Division Engineer and to the right is Orville Myhre, Division Mechanic.

Virgil Haworth, an employee of the State Highway Department since 1951, has been promoted to the position vacated by Mr. Carlson.

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